

**TRAFFIC ENGINEERING STAFF REPORT FOR
THE TRAFFIC AND PARKING COMMISSION**

(February 14, 2011)

APPEAL ITEM #1

Appeal the request to remove No Turn On Red on Abbott Martin Road at Hillsboro Circle, requested by Council Member Carter Todd.



DISCUSSION

The “No Right on Red” was originally installed as a safety measure because some motorists were said to be not stopping before proceeding right on red. Over time, the “No Right on Red” has been requested to be removed numerous times due to traffic backing up on Abbott Martin. However, the “No Right on Red” sign was left in place as pedestrians from the Green Hills Apartments felt the need for the prohibition to remain. The crosswalks are controlled with walk/don’t walk signals on all approaches. Because the intersection is controlled with vehicle and pedestrian signals, there should not be a conflict with right on red turning vehicles as they are required to yield the right of way to oncoming traffic and to pedestrians. There are signs in place to remind users of this.

A review of accidents from 2007 through present indicates that there have not been any accidents involving pedestrians at the intersection. However, because the prohibition was originally put in place for safety concerns and the prior comments received by the area residents, the sign should remain in place pending agreement from the council member and the apartments for the removal.

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APPEALS ITEM #2

Appeal the denial to remove the all-way stop at the intersection of Apollo Drive and Una-Antioch Pk

STAFF RECOMMENDATION

Deny appeal to remove the all way stop. The All Way stop was installed under appeal.

ALTERNATIVE ACTION

Leave existing all way stop

DISCUSSION

This is a moderate volume side street intersecting a collector street in a single-family residential neighborhood in southeast Davidson County. When the all-way stops went before the commission in September 2000. The volumes at that time on Apollo Drive were 1,034 vehicles in a 24 hour period. The Staff reported that installing the all way stop would make it easier for motorist to use Apollo Drive and this installation would in fact cause an increase in traffic volumes. The present traffic counts show a total volume of 3399 vehicles in a 24 hour period for both directions combined on Apollo Drive. From 01/01/2007 through 10/1/2009 there were 27 reported rear end accidents on Una-Antioch Pike at Apollo Drive which is also typical at all way stops installed on curved hills. The appeal to install the stop signs initially was due to pedestrians, mainly children and was installed as an attempt to slow motorists on Una Antioch Pk.

When traffic volumes are lower than the recommended thresholds or outside the desirable balance, there is a tendency for motorists to roll through or totally ignore the stop signs because the need for a stop is not evident. There is also a tendency to make up for time lost in stopping, actually resulting in higher overall speeds. This moderate-volume intersection does meet the 150 vehicles per hour threshold for four hours.

INTERSECTION DATA

Una Antioch Pike 24-hour volume combined = 7530

Apollo Drive EB 24-hour volume = 1946

Apollo Dr WB 24-hour volume = 2047

Sight distance: Exceeds recommended standard of 350 feet for 35 mph roadway

**TRAFFIC ENGINEERING STAFF REPORT FOR
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APPEALS ITEM #3

Appeal denial of All-Way Stop sign at the intersections of Jason Drive at Apollo Drive

STAFF RECOMMENDATION

Deny appeal.

ALTERNATIVE ACTION

This request contains allegations that speeding is the basis of the appeal; therefore, additional Police enforcement is the appropriate remedy. Because Apollo Drive is a residential street, it is eligible for consideration under the Neighborhood Traffic Management (Traffic Calming) Program.

DISCUSSION

Apollo Drive and Jason Drive are low-volume local streets in a single-family residential neighborhood west of Una Antioch Pike. This intersection is currently controlled by a stop sign on Jason Drive. The minimum sight distance for a stop control with a 30 mph speed limit is 300 feet. The available sight distance for motorists stopped on Jason Drive meets this standard. The accident history obtained for the intersections of Jason Drive and Apollo Drive indicated that there were no accidents reported at these intersections within the last three years.

All-Way Stops are normally appropriate for intersections with moderate and relatively equal intersecting volumes. Specifically, there should be a total entering volume of at least 500 vehicles per hour sustained for at least eight hours, with a desirable balance in the 40 to 60% range. When traffic volumes are lower than the recommended thresholds or outside the desirable balance, there is a tendency for motorists to roll through or totally ignore the stop signs because the need for a stop is not evident. There is also a tendency to make up for time lost in stopping, actually resulting in higher overall speeds. These low-volume intersections do not meet the 500 vehicles per hour threshold for even one hour and has an excellent safety record. Therefore, an All-Way Stop is not required or justified for safe and efficient control of either intersection.

INTERSECTION DATA

Jason Drive 24-hour volume = 790

Apollo Drive 24-hour volume = 3399

Sight distance: Both intersections meet the recommended standard of 300 feet for 30 mph roadway

No accidents were reported at the intersections since 01/01/2008 through 09/31/2010

**TRAFFIC ENGINEERING STAFF REPORT FOR
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NEW BUSINESS ITEM # 1 - Proposal #2011M-001AB-001

Request to abandon a portion of 28th Avenue North at the Dead End (south of Charlotte Avenue).

Requested By: ABP TN (Nashville) LLC (Council Member Edith Langster, District 21)

STAFF RECOMMENDATION

The staff is recommending approval.

DISCUSSION

28th Avenue North at the Dead End is paved and is used for access to private properties. Metro Public Works does not have plans to utilize this land for traffic purposes.

COUNCIL BILL STATUS

Council Bill No. BL2011-841 (Proposal No. 2011M-001AB-001) is scheduled for third reading by the Council on February 15, 2011 meeting date. The Planning Commission administratively approved this mandatory referral on January 24, 2011.



KARL F. DEAN
MAYOR



METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

DEPARTMENT OF PUBLIC WORKS
DIVISION OF ENGINEERING
750 SOUTH FIFTH STREET
NASHVILLE, TENNESSEE 37206
615-862-8760

February 3, 2011

MEMORANDUM:

TO: Billy Lynch, Director of Public Works
VIA: Mark Macy, Engineering Director
FROM: Walter Knauf, Traffic Engineer
RE: Traffic Engineering activity report for January 2011

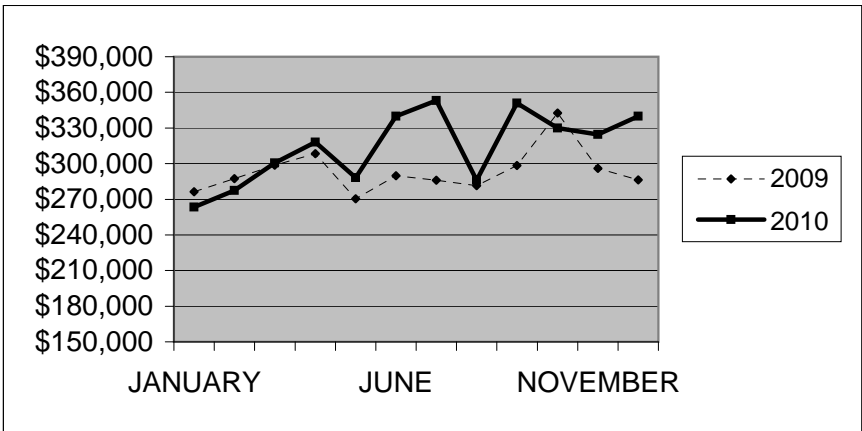
	<u>Completed (month)</u>	<u>Completed (YTD)</u>
Engineering Studies:	180	180
Design review:	6	6

**METROPOLITAN DEPARTMENT OF PUBLIC WORKS
PARKING DIVISION**

Jan-11

GARAGE REVENUE

	2009	2010
JANUARY	\$276,342	\$263,356
FEBRUARY	\$287,468	\$277,493
MARCH	\$298,755	\$300,702
APRIL	\$308,470	\$318,198
MAY	\$270,362	\$288,081
JUNE	\$289,669	\$339,826
JULY	\$285,927	\$353,221
AUGUST	\$281,536	\$285,956
SEPTEMBER	\$298,486	\$350,981
OCTOBER	\$342,697	\$330,058
NOVEMBER	\$295,898	\$324,440
DECEMBER	\$286,313	\$339,991
Totals:	\$3,521,923	\$3,772,303



METER REVENUE

	2010	2011
JANUARY	\$96,228	\$102,696
FEBRUARY	\$94,728	
MARCH	\$128,614	
APRIL	\$115,346	
MAY	\$79,971	
JUNE	\$113,572	
JULY	\$123,770	
AUGUST	\$123,292	
SEPTEMBER	\$130,268	
OCTOBER	\$109,605	
NOVEMBER	\$111,580	
DECEMBER	\$93,977	
Totals:	\$1,320,950	\$102,696

